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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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COUNTRY Yugoslavia

DATE DISTR. 26 November 1951

50X1-HUM

SUBJECT Construction and Fortifications
in the Port of Dubrovnik

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The following construction and fortifications in the port of
Dubrovnik

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Peninsula of Lapad

1. Cement construction appeared to be in process at various points on the peninsula of Lapad and defense fortifications or barricades were being erected both on the peninsula proper and on the left bank of the peninsula facing the roadstead of the port of Dubrovnik. Reinforcements have been recently added to the garrison on the peninsula. Two anti-aircraft batteries were noted.

Omla River

2. Four buoys were observed along the Omla River; two of these were located at the mouth of the river. The first one was situated in the center of the canal and served for the anchoring of large ships which do not want to anchor directly at the wharves. The second buoy was located in front of the bauxite loading pier. A third smaller buoy was located opposite the Jugopetrol wharf, and a fourth small buoy faced the coal depot. The Jugopetrol wharf faces the mouth of the Omla River. Three main fuel oil tanks, each with a capacity of 1,000 cubic meters, and two smaller tanks, each with a capacity of 500 cubic meters, were observed in the Jugopetrol depot. These tanks are used to store gasoline, petroleum and gas oil. The fuel oil depot is located in the center of the coast between the river bank and the railway tracks. The depot is serviced both by ships and tank cars with a single pipe line, operated by two electric pumps, one of them a 38-horsepower pump located in a shed and the other a 25-horsepower pump. The pumps operate on 330-volt electrical current fed directly from the power station at Dubrovnik. A triple-barbed-wire fence surrounds this fuel oil depot which is guarded night and day by sentinels located in sentry boxes. The present director of the oil depot is a former tailor from Gruz, who receives a salary of 5,000 dinars per month.

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- 2 -

Port of Grus

3. Two lumber cranes on trolleys were observed on the railroad tracks in front of Port Command Headquarters. The capacity of each of these cranes is approximately 5 tons.

Traffic and Activity in port

4. No loading or unloading was observed in the Dubrovnik-Grus area [redacted] 50X1-HUM
[redacted] although the bauxite depot was in operation and railroad cars were being unloaded even during the night. 50X1-HUM
A small Yugoslav steamer, carrying goods and passengers to Split, stops daily in this area. The displacement of the ship is approximately 400 tons.

Miscellaneous information on the Dubrovnik-Grus area

5. [redacted] 50X1-HUM
- a. A coal bunker depot located about 70 meters from the Jugopetrol wharf;
 - b. A small drydock and shelter for fishing boats halfway between the Jugopetrol wharf and the mouth of the Ombla River;
 - c. A large pile of discarded lumber to be used for building fruit crates located near the bauxite loading wharf;
 - d. A large deposit of peat coal, possibly of local origin, between Kantafico Point and the first warehouse;
 - e. A naval launch equipped with machine guns, anchored at a point between Kantafico and the first warehouse;
 - f. At least several thousand cubic meters of lumber, ready to be loaded, which cover practically the entire area of the port of Grus, from the railway station to the Port Command Headquarters;
 - g. Four cutters, used to transport gravel, cement and other goods, anchored side by side between the Paulovic wharf and Batala bank;
 - h. The hull of a ship, still submerged at the same spot;
 - i. Two different small submarine chasers, anchored below the Batala bank, both outmoded and armed with machine guns;
 - j. Reconstruction work in progress just above the two submarine chasers, opposite the Batala bank; and
 - k. The Mokosica dockyards situated across from the Jugopetrol wharf, which consist of a small pier for tugs and a building; the hulls of two fishing boats; work had been suspended, reportedly because of lack of lumber.

Attached is a copy of the map of the Dubrovnik-Grus area [redacted]

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- 3 -

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Traffic in cement to the islands

6. All of the cement which comes into the Dubrovnik-Grus area is reportedly for local use, i.e.
- a. For the islands (restricted military zones)
 - b. For surrounding mountains (restricted military zones)
 - c. For the interior (possibly for the construction of factories under the Five-Year Plan)
 - d. For Montenegro where new dwellings are in the process of construction.

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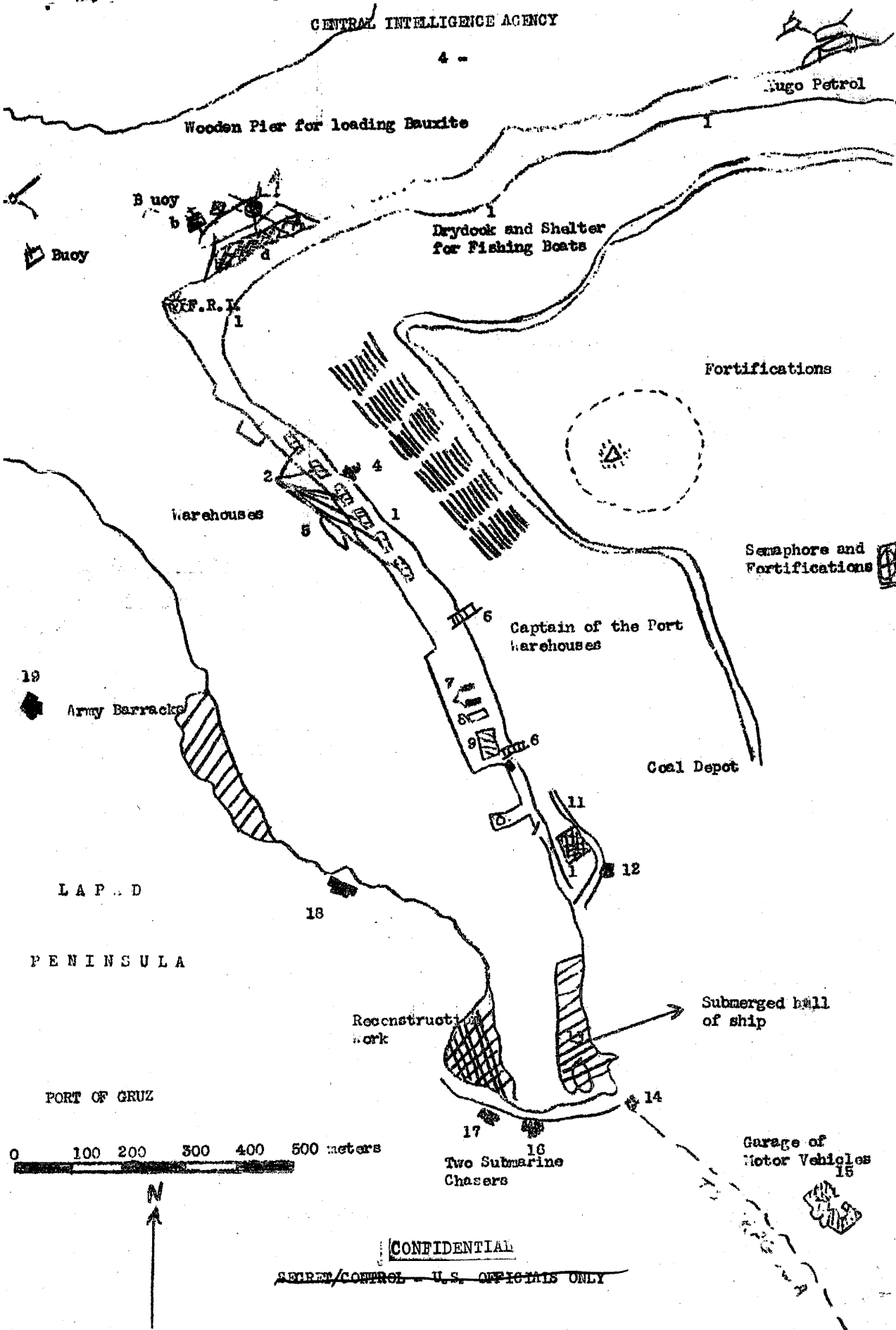
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4 -



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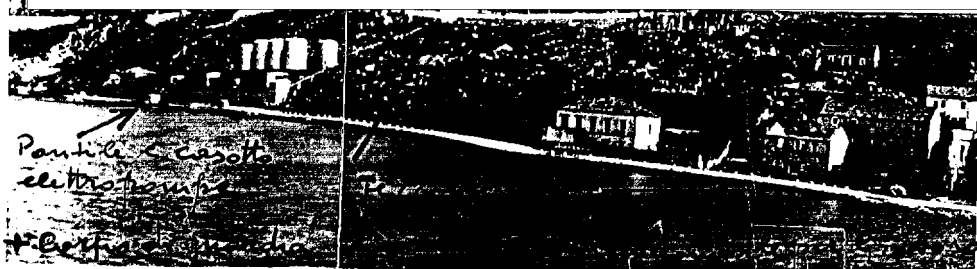
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YUGOSLAVIA HRVATSKA GRUZ 42 40 N 18 05 E

JUGOPETROL TANKS AND COMPANY WHARF, LEFT.

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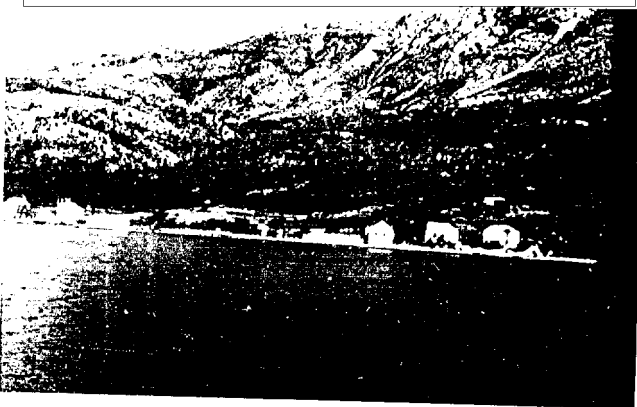
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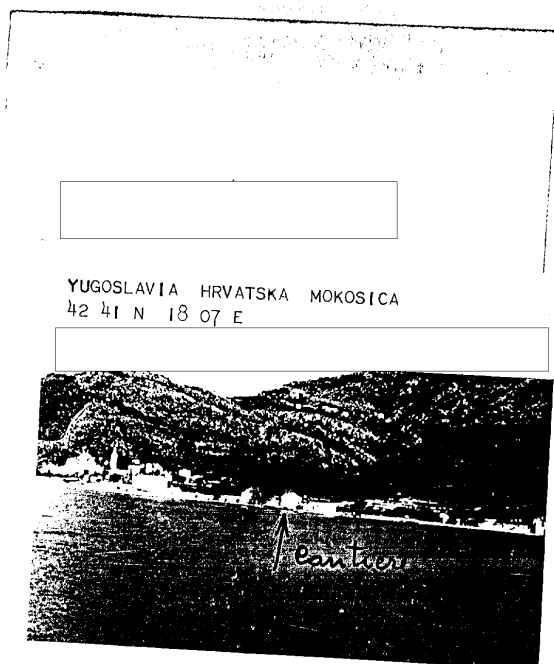
YUGOSLAVIA HRVATSKA MOKOSICA
42 41 N 18 07 E

YUGOSLAVIA HRVATSKA MOKOSICA
42 41 N 18 07 E

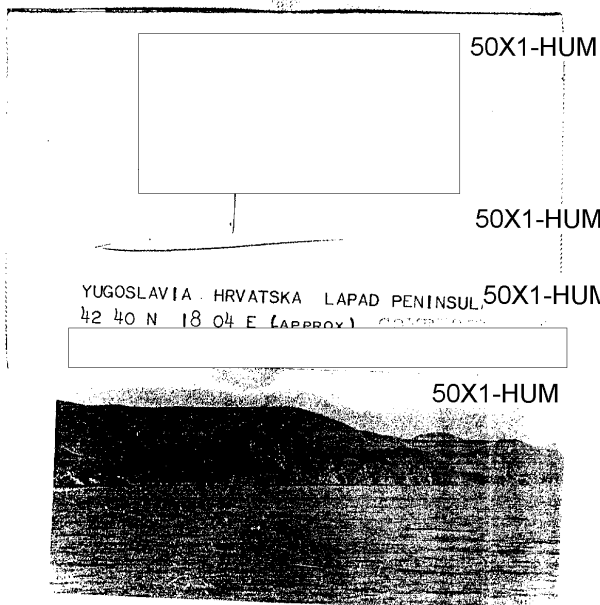
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42 41 N 18 07 E



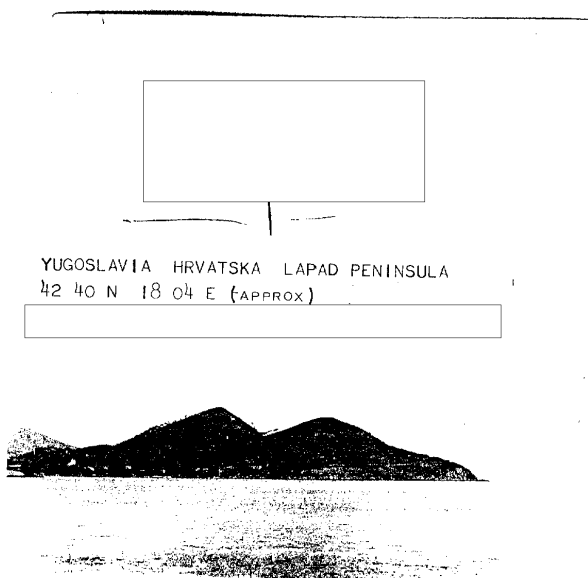
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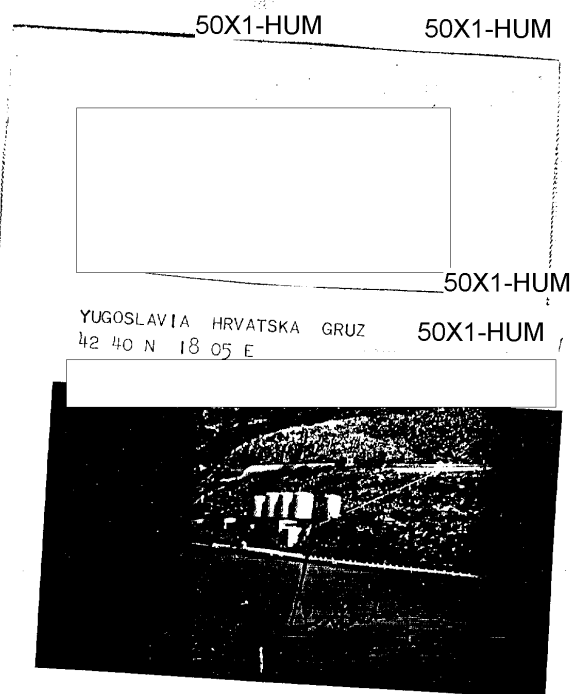
YUGOSLAVIA HRVATSKA LAPAD PENINSULA
42 40 N 18 04 E (APPROX)

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YUGOSLAVIA HRVATSKA LAPAD PENINSULA
42 40 N 18 04 E (APPROX)



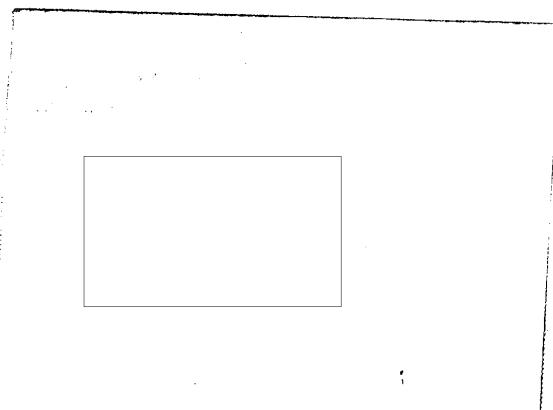
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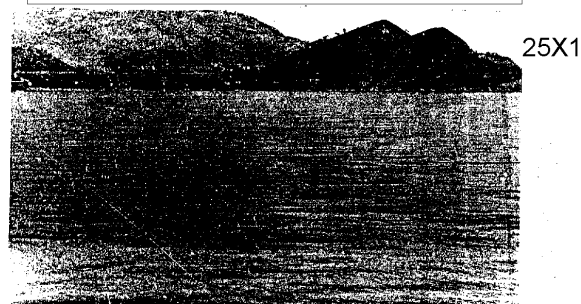
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42 40 N 18 05 E

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YUGOSLAVIA HRVATSKA LAPAD PENINSULA
42 40 N 18 04 E (APPROX)

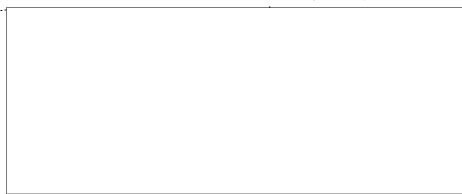
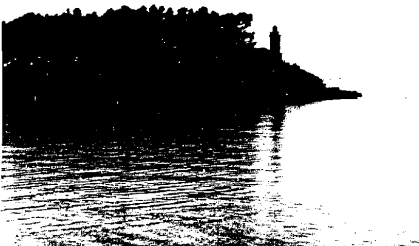
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YUGOSLAVIA HRVATSKA (COORDINATES NOT
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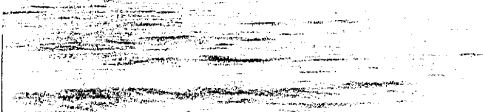
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YUGOSLAVIA HRVATSKA (COORDINATES NOT
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LEANDRA I.) IN PORT AREA OF GRUZ.

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